

Railroads and Banks Blamed for Traffic Tie-Ups

FINAL EDITION

The Evening World.

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PRICE TWO CENTS. NEW YORK, TUESDAY, FEBRUARY 5, 1918. 16 PAGES. PRICE TWO CENTS.

GUNFIRE INCREASES ON AMERICAN FRONT; GERMANS MASSED FOR RAID SHOT DOWN

SEVEN BELOW ZERO BLAST BRINGS DEATH AND SUFFERING; TIES UP NEW YORK HARBOR

B. R. T. Passenger Dies in Station Indirectly as Result of Exposure on Train.
ALL RECORDS BROKEN.
Relief Promised and by Thursday Temperature Will Be Only at Freezing Point.

THE TEMPERATURE.

Midnight	Below Zero.
1 A. M.	2
2 A. M.	3
3 A. M.	4
4 A. M.	5
5 A. M.	6
6 A. M.	7
7 A. M.	8
8 A. M.	9
9 A. M.	10
10 A. M.	11
11 A. M.	12
12 M.	13
1 P. M.	14
2 P. M.	15
3 P. M.	16

The coldest weather since the blast of last December descended on New York to-day. The temperature tumbled to 7 degrees below zero at 7 o'clock this morning. Victims of cold and exposure were treated by hospital surgeons or given first aid by the police at subway and elevated stations at many points throughout the greater city. One death was at least indirectly due to the cold.

Traffic was impeded by the slippery sidewalks and the glacier-like masses that once were snow piles, and commuters were late in reaching town as a result of demoralized train schedules due to frozen switches. A piercing northwesterly wind added to the discomfort.

At 7 o'clock, when the lowest temperature—7 below—was recorded, C. N. Bennett, a salesman of No. 1282 East 17th Street, Brooklyn, became ill on a Brighton Beach train bound for Manhattan and was taken off at Avenue J station. He was dead before doctors arrived. Death was declared to be due to heart disease, induced by cold and exposure.

About the same time Miss Margaret Ryan, eighteen years old, of No. 1757 Atlantic Avenue, was taken off a Fulton Street train at the Duane Street station, nearly unconscious from cold. She was treated by surgeons from the Brooklyn Hospital and revived.

John Gray, fifty, of No. 260 West 39th Street, was found unconscious from exposure in front of No. 200 Seventh Avenue and taken to Bellevue Hospital.

Every charitable institution which gives temporary lodgings to the destitute reported, with the exception of the Municipal Lodging House, that their quarters were overtaxed last night. At the Men's Hotel of the Salvation Army on the Bowery 41 spent the night and more than 200 were turned away. At the Army's Women's Hotel on the Bowery 90

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ACTIVE MEN WANTED
to sell newspapers at
Elevated and Subway Sta-
tions. Good salary. Men
with excellent references
only need apply. Base-
ment, 184 William Street,
between 1 and 3 P. M.

ROADS HAMPERING OPERATION TO DISCREDIT U. S. CONTROL, TRAINMEN'S LEADERS CHARGE

Four New York Banks Behind Delays to Increase Costs, Lee Tells Wage Board.

WASHINGTON, Feb. 5.—American charges that the railroads are trying to defeat Government operation and render impracticable the eight-hour law by deliberately increasing delays and operating costs were made before the Federal Wage Board to-day by W. G. Lee, head of the Railroad Trainmen, and A. B. Garretson, representing the Conductors' Brotherhood.

Traffic congestion throughout the country was blamed on the railroad managements by Lee, who said he had evidence that veteran railroad men were replaced by inexperienced employees at important gateways, that engines had been allowed to freeze up over night and that train crews had been called out and kept waiting until the sixteen-hour law overtook them before being sent out of the terminal.

Asked by Chairman Lane of the Railroad Wage Commission who was responsible for these things, Mr. Lee said he believed he could trace it back to about four banks in New York City, which control railroad financing, if he wished to seek the real cause.

Lee's charges were made twice during the hearing on wage increase demanded by railroad men. First he told the Commission that he had evidence to prove that experienced railroad men were not permitted to operate as their training dictated.

Later, in discussing the working of the Eight Hour Law, recently investigated, he said the Commission should not overlook the fact that the managements worked to make the cost and delay due to the law as great as possible.

"Do you mean that the operating officials made the increased costs greater than they should have been?" Chairman Lane asked.

"TRAIN DELAYERS' REPLACE TRAIN DESPATCHERS."

"Yes, That was natural; they desired to cast reflections on the law," Lee replied. "We are prepared to show many instances of rotten railroad running. On a railroad not far from here I know of a crew that was called out and the sixteen-hour law overtook them before they left the terminal. The operating employees cannot prevent these delays when, instead of a train despatcher, there is a back in the yards a train despatcher."

"Can you tell me why the Pennsylvanian, long regarded as the model railroad, should fall down all of a sudden? Why was a veteran yardmaster at Allentown, O. replaced by an inexperienced man, who still is there? Trains have been delayed for hours at that point."

"Why do reports to the Interstate Commerce Commission show that in Philadelphia recently engine changes were allowed to freeze up, right then over before? One required 144 weeks for repairs. We have had others before. Why is all this conversation just now?"

"I think I understand why, Mr. President, but to us when we consider all of our effort in operating this railroad that he was glad to be in the operating world, and the trouble is, you have taken over the management of the railroads, and you have left the management of the railroads in the hands of the former management."

(Continued on Second Page.)

N. Y. Boy, Aviator at 17, Downs Two German Airplanes in One Day



CORPORAL THOMAS HITCHCOCK JR.

Son of Capt. Thomas Hitchcock Wins Laurels on the French Front.

FRENCH AVIATORS WIN AIR BATTLES ON GERMAN FRONT

Completely Destroy Eight Planes and Bring Down Five Others in Flames.

PARIS, Feb. 5.—Eight German airplanes were completely destroyed and five others were brought flaming to earth by French aviators in a series of formidable air battles over the German lines Sunday, it was officially announced to-day.

An enemy attack in the Orléans region, following artillery preparation, was thrown back before the attacking waves reached the French lines.

SHIP IN DISTRESS OFF COAST.

Steamer Near By Unable to Help Because of Gale and Ice.

AN ATLANTIC COAST STEAMER, also named "Lafayette," was sighted off the coast of Maine Sunday, but was unable to get into the harbor, and was being towed away by a tug.

GAS SHELL ATTACK MADE ON AMERICAN GUNNERS; WOUNDED MEN FIGHT ON

Discovery of Enemy's Plans Enables U. S. Artillery to Open Fire Fifteen Minutes Ahead of Time Set to Begin Raid.

WITH THE AMERICAN ARMY IN FRANCE, Monday, Feb. 4 (by the Associated Press).—German plans to raid the American trenches were frustrated early this morning. The American artillerymen put down a heavy barrage in front of and on the German lines, which are believed to have been filled with men and officers awaiting the signal to attack.

It was discovered at a certain hour that the Germans intended to carry out a "silent" raid. Fifteen minutes before the time set all the American guns concentrated their fire on the sector where the enemy was believed to be massed. It is believed heavy casualties were inflicted on the Germans.

There has been a general increase in the artillery activity for the last day or so all along the American front. The Germans are still unable to occupy the first line trenches which were caved in by the American artillery fire. They have now constructed another line of trenches at that point.

American patrols have worked their way over No Man's Land and inspected the damaged trenches.

The Germans are using gas shells freely, and endeavored to envelop one of our battery positions with gas, but without success. They have dropped a number of shells in the roads behind the American lines.

Two men were reported wounded to-day by shells. The visibility remains bad.

AMERICANS HOLD SECTOR NORTHWEST OF TOUL.

The sector of the French front occupied by the American troops is northwest of Toul.

It is inadvisable to mention the number of men in the line, the length of the sector and other details. The location of the sector was kept secret until it became certain that the enemy had discovered it.

Toul, capital of the department of Meurthe-et-Moselle, is fourteen miles west of Nancy, and is a fortress of the first class.

The present battle line is about sixteen miles north of Toul, where it extends eastward from St. Mihiel toward the German border. Recently there have been raids by French troops in the region of Flirey and Stenay.

When the American trench was raised last November it was said in the German official statement that the Americans were stationed along the Marne-Rhinne Canal, northeast of Lunville. Toul is about twenty-eight miles west-northwest of Lunville.

WOUNDED MEN INSIST ON SEEING BATTLE THROUGH.

Fewer reports from the first line show that great courage was shown by the troops during the heavy German bombardment of Saturday. A number of men who were wounded slightly by shell splinters were treated in the lines with their first aid packets and insisted on remaining at their posts until the fight was finished. One man who was carried to a field dressing station returned to his comrades in the line after his wounds had been attended to and remained on duty until the firing ceased and the danger was over. All the men later went to a hospital for full treatment.

Many of the Americans have had their first experience with gas in the last few days, as the Germans have been sending over a considerable number of gas shells. None came over this afternoon, but an alarm was given. The Chief of Staff of one division and another staff officer who were observing the

PRIVATE LEWIS CUSLEY KILLED IN BATTLE

Gen. Pershing Reports Death of North Dakota Soldier in France.

WASHINGTON, Feb. 5.—Private Lewis Cusley, infantry, was reported to-day by Gen. Pershing as killed in action on Feb. 2. His home address is Wilton, North Dakota. No details were given.

The following were slightly wounded on the same date: Corp. Ernest Rudaby, No. 1117 East Washington Street, Louisville, Ky. Private Boyd A. Cline, R. F. D. No. 2, Poland, Ind. Private Felix Woyosky, friend, Mike Pucker, Second Street, Wyoming, Pa. Private Joe Matthews, sister, Mrs. John R. Falcione, Bismarck, N. D. Private Elmer D. Young, Farmersburg, Ind.

BOMB REPORTED THROWN AT KAISER'S PALACE

Geneva Hears Strikers Hurling Missile Against Ruler's Home in Berlin.

LONDON, Feb. 5.—According to the Daily Express correspondent at Geneva the Journal de Geneve says it learns from Berlin that strikers threw a bomb against the Imperial Palace, "Details are lacking," it adds, "but the military and police dispersed the strikers, making twenty-five arrests. A number of trees in the park were uprooted and broken into pieces."

MARCONI MENTIONED AS AMBASSADOR TO U. S.